

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number: ~~10022~~ CH-961

Address: ⁹⁴¹⁰ Irving Road, Charles County - in the vicinity of Bel Alton

Owner: Beaver Pond Associates

Tax Parcel Number: 174 Tax Map Number: 64

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____

Eligibility recommended ☐ Eligibility **not** recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district?: ☒ no ☐ yes Name of District: _____

Is district listed?: ☒ no ☐ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The brick house located on Irving Road at the intersection of Irving Road and Crain Highway is two stories in height and three bays wide. The dwelling is covered by a side gable roof penetrated by three, front gable roof wall dormers. The house is symmetrical except for a single chimney that rises along the south elevation. The central entrance is marked by a one-story projecting bay with a wide overhanging front gable roof. The brick is articulated with soldier-coursed window headers and a single soldier brick course beneath the eaves of the primary roof. The house is vacant and the site is severely overgrown.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland. La Plata station still stands at the intersection of the rail line with Charles Street.

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐

Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Consideration ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None


Reviewer, Office of Preservation Services


Date

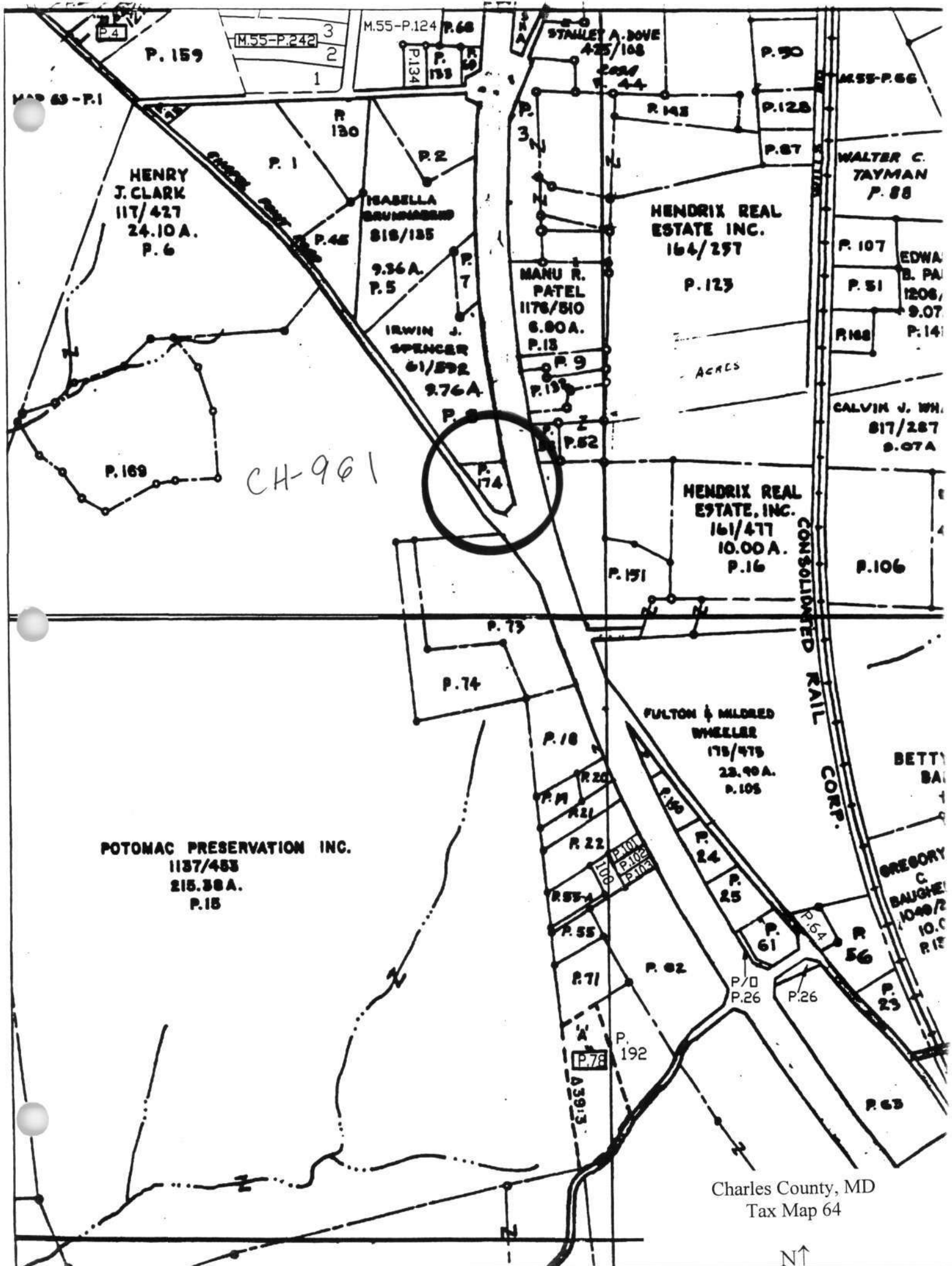
Reviewer, NR Program

Date

As La Plata grew, Charles County citizens lobbied to have the county seat moved from Port Tobacco to La Plata. La Plata became the county seat of Charles County's government in 1895 and a new courthouse was erected in 1896.

Towards the end of the first quarter of the 20th century, road improvements and developments also contributed to Charles County's community evolution. In particular, the Robert Crain Highway, later expanded as part of U.S. 301, attracted new development to older communities along its corridor. Crain Highway brought commercial development on La Plata's west side and contributed to the Charles County seat's overall growth in the 1920s and 1930s.

Built circa 1880, this Colonial Revival-style house is not eligible for the National Register. While it is an earlier example of the residential development along U.S. 301, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



POPE'S CREEK QUAD

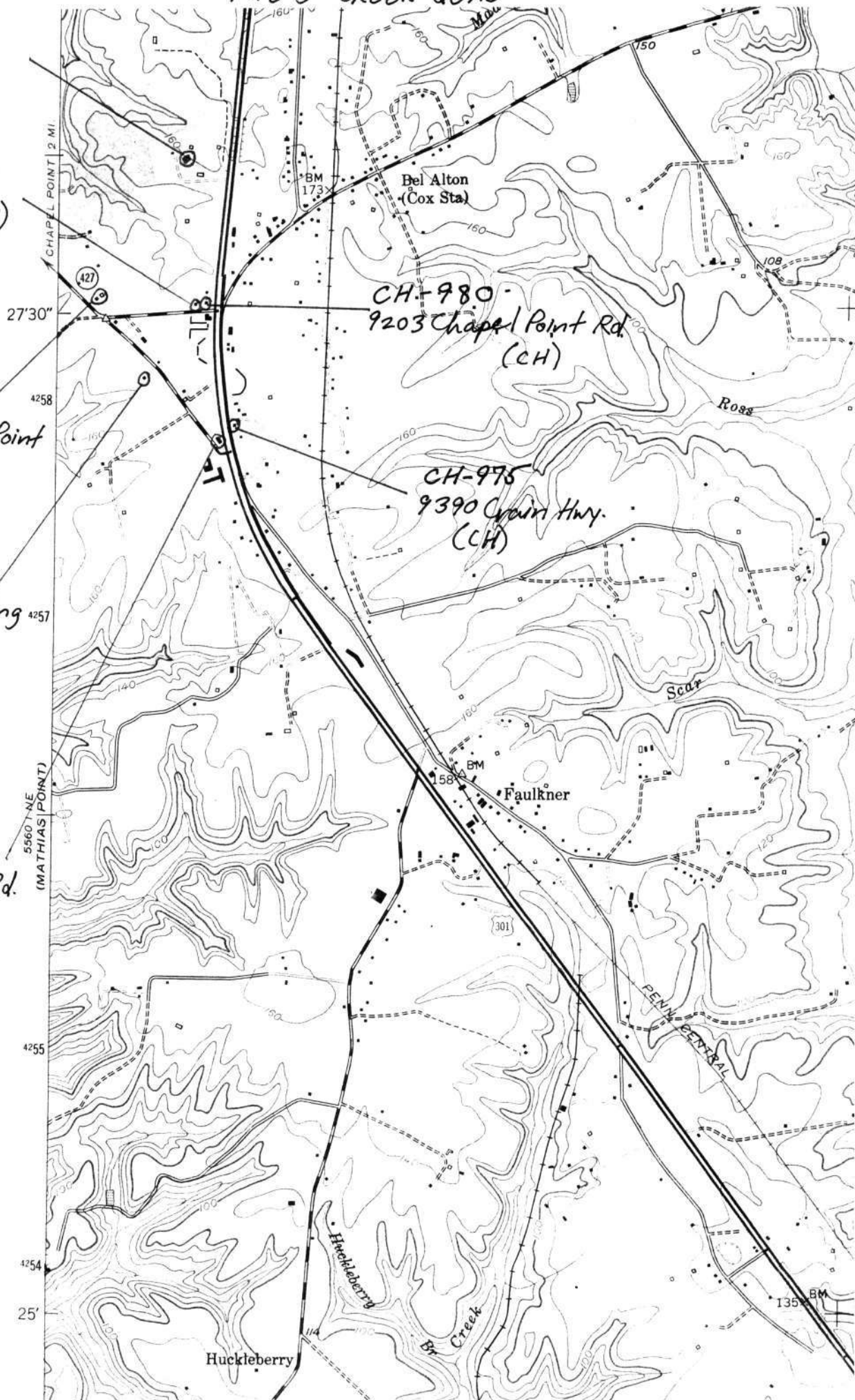
CH-979
Twinberry Rd.
(Charles
County)

CH-981
9260 Chapel
Point Rd. (CH)

CH-978
9230 chapel Point
Rd. (CH)

CH-960
9345 Irving
Rd. (CH)

CH-961
9410 Irving Rd.
(CH)





~~CH-961~~ CH-961

Irving Road and Crain Highway
Charles County, Md

Traceries

June, 1999

MD SHPO

View of west elevation

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